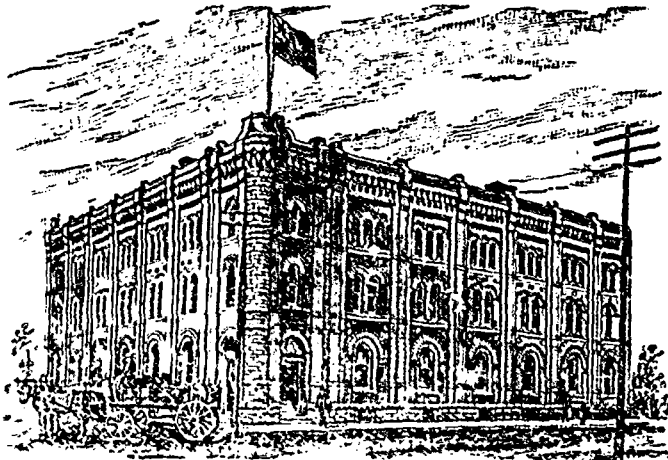


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Linking the Lakes With Tidewater.

A noteworthy convention met in Detroit at the close of last week, the so-called Deep-Water Convention, which was called to consider the means of realizing the project of linking the great lakes and the Atlantic by means of a deep-water channel. The convention was the outcome of a suggestion made by Congressman Chipman, of Michigan to the Detroit board of trade in July last, which, after consideration by various bodies interested in the subject, was embodied in a circular letter to the commercial bodies of the lake cities, and finally bore fruit in the calling of the convention. The call recited that the work of the convention would be "to consider questions relating to much needed improvements in the channels of water communication through our great lakes, making twenty and twenty-one feet the minimum depth throughout their entire length, the location of lighthouses, the deepening of important harbors, and possibly the most feasible route

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for connecting these lakes with tidewater by a deep-water channel that will float our largest vessels."

The principal outcome of the convention was the adoption of a lengthy memorial to Congress directing attention to the importance of the work proposed. One resolution urged Congress to authorize the immediate commencement and speedy completion of an unobstructed channel not less than twenty feet in depth and of sufficient width through the lakes and their connecting waters between Chicago, Duluth and Superior and Buffalo, and to authorize the Secretary of War to make contracts for the entire work and appropriate a sufficient sum of money therefor. Another urged that every consideration of prosperity in time of peace and protection in time of war demands the construction of a waterway of sufficient capacity to allow the free passage of vessels drawing twenty feet of water through our own territory from the great lakes to the Atlantic ocean, and request-

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ed Congress to authorize the Secretary of War to cause to be made surveys, examinations and estimates of the cost of the various practical routes for such waterway, with a view to determining the one which is most advantageous, and to appropriate a sufficient sum to defray the expense of such surveys and examinations. Still another resolution strongly favored the improvement of the Hudson river to a navigable depth of twenty feet from Cossackie to Troy.

In addition the convention urged upon Congress the necessity for the most liberal appropriations for the establishment and maintenance of all needed lighthouses, fog signals, buoys and beacons throughout the entire chain of lakes, to the end that added security may be given to life and property. The bill recently introduced into the United States Senate providing for an appropriation of \$10,000 to be expended by the United States engineers in the determination of the feasibility of making a ship-canal connection between the waters of Lake Erie and the Upper Ohio river was approved, and Congress was requested to formulate a definite plan whereby the convict labor of the several states may be concentrated and utilized in the construction of a ship canal from some point on the eastern shore of Lake Erie or Lake Ontario to the seaboard as soon as the most available route can be determined upon by the engineer corps of the army. The projects put forward by the convention will be brought to the attention of Congress at an early day, when doubtless some specific estimates of the cost of the works proposed will be forthcoming, and when there can be a more intelligent discussion of the plan than is at present possible. — *Braibstreets.*

W. J. Montgomery, tailor, Port Arthur, has assigned to his creditors.

Hassell and Myer, of Redfield, South Dakota, have completed arrangements to sink a six inch well on their land. They have constructed a four acre reservoir and perfected arrangements to irrigate about 300 acres next summer.